

NEVADA DEPARTMENT OF PUBLIC SAFETY

Motor Carrier Safety Assistance Program 2nd Quarter of FFY2007

01/1/2007 thru 03/31/2007



DPS/Highway Patrol Division

Colonel Christopher Perry, Chief

Overview

This report documents commercial enforcement activities for the second quarter of Federal Fiscal Year 2007(FFY07) January 1, 2007 through March 31, 2007.

During the 2nd quarter, DPS/Highway Patrol Division met their quarterly goals. Level 1 inspections are at 41.57%, Level 2 & 3 inspections are at 36.67% and Compliance Reviews are at 64% of the goal achievements for the 2nd quarter of FFY2007.

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CRASH ANALYSIS

DATA SOURCE: DPS/Highway Patrol Division monthly crash statistics:

(Comparison of FFY2007 to FFY2006 2nd quarter totals and Federal Fiscal Year to date totals)

	FFY 2nd Quarter 2007	FFY 2nd Quarter 2006	% Change	FFY 07 Year to date total	FFY 06 Year to date total
Statewide Crashes					
Total Crashes	4755	5063	-6.08%	9773	10092
Property Crashes [including commercial]	3515	3736	-5.92%	7235	7455
Injury Crashes [including commercial]	1215	1289	-5.74%	2474	2544
Fatal Crashes [including commercial]	25	38	-34.21%	64	93
Commercial Crashes					
Total number of crashes	269	325	-17.23%	580	635
Total number of crashes SC	189	208	-9.13%	368	362
Total number of crashes NC	55	56	-1.79%	116	129
Total number of crashes CC	25	61	-59.02%	96	144
Total number of property crashes	198	255	-22.35%	436	491
Total number of property crashes SC	152	174	-12.64%	296	290
Total number of property crashes NC	38	35	8.57%	78	89
Total number of property crashes CC	8	46	-82.61%	62	112
Total number of injury crashes	70	64	9.38%	134	128
Total number of injury crashes SC	35	31	12.90%	66	65
Total number of injury crashes NC	16	20	-20.00%	34	36
Total number of injury crashes CC	19	13	46.15%	34	27
Total number of fatal crashes	3	4	-25.00%	12	14
Total number of fatal crashes SC	2	3	-33.33%	6	7
Total number of fatal crashes NC	1	1	0.00%	4	4
Total number of fatal crashes CC	0	0	0.00%	2	3

Of all the crashes that occurred on Nevada roadways during the FFY07 2nd quarter, 5.66% involved commercial motor vehicles, (CMV's). This is a slight decrease from FFY06 which was 6.42%.

There were 3 CMV fatalities on all Nevada roadways. The percentage of CMV fatal crashes on Nevada roadways are as follows:

- Southern Command had 2 fatalities, 67% of the total.
- Northern Command had 1 fatality, 33% of the total.
- Central Command had 0 fatalities, 0% of the total.

The percentage of CMV crashes by Region that occurred on all Nevada roadways:

- Southern Command had a total of 3739 crashes in their area, 189 of those crashes involved CMV's, (5% of the total crashes).

Southern Command	2nd Quarter FFY 2007	2nd Quarter FFY 2006	% Change	FFY 2007 YTD	FFY 2006 YTD	% Change
Total crashes	3739	3537	5.71%	7533	7190	4.77%
Property crashes [including commercial vehicles]	2827	2650	6.68%	5678	5384	5.46%
Injury crashes [including commercial vehicles]	893	860	3.84%	1815	1746	3.95%
Fatal crashes [including commercial vehicles]	19	27	-29.63%	40	60	-33.33%
Total number of commercial vehicle crashes	189	208	-9.13%	368	362	1.66%
Property crashes involving commercial vehicle	152	174	-12.64%	296	290	2.07%
Injury crashes involving commercial vehicle	35	31	12.90%	66	65	1.54%
Fatal crashes involving commercial vehicle	2	3	-33.33%	6	7	-14.29%

- Northern Command had a total of 978 crashes in their area, 55 of those crashes involved CMV's (6% of the total crashes).

Northern Command	2nd Quarter FFY 2007	2nd Quarter FFY 2006	% Change	FFY 2007 YTD	FFY 2006 YTD	% Change
Total Crashes	978	1194	-18.09%	1821	2089	-12.83%
Property Crashes [including commercial vehicles]	656	843	-22.18%	1226	1484	-17.39%
Injury Crashes [including commercial vehicles]	318	347	-8.36%	582	592	-1.69%
Fatal Crashes [including commercial vehicles]	4	4	0.00%	13	13	0.00%
Total number of commercial vehicle crashes	55	56	-1.79%	116	95	22.11%
Property crashes involving commercial vehicle	38	35	8.57%	78	70	11.43%
Injury crashes involving commercial vehicle	16	20	-20.00%	34	24	41.67%
Fatal crashes involving commercial vehicle	1	1	0.00%	4	1	0.00%

- Central Command had a total of 345 total crashes in their area, 76 of those crashes involved CMV's (22% of the total crashes).

CENTRAL COMMAND	2nd Quarter FFY 2007	2nd Quarter FFY 2006	% Change	FFY 2007 YTD	FFY 2006 YTD	% Change
Total Crashes	345	332	3.92%	726	769	-5.59%
Property Crashes [including commercial vehicles]	230	243	-5.35%	529	561	-5.70%
Injury Crashes [inc commercial vehicles]	105	82	28.05%	178	190	-6.32%
Fatal Crashes [including commercial vehicles]	10	7	42.86%	19	18	5.56%
Total number of commercial vehicle crashes	76	61	24.59%	147	144	2.08%
Property crashes involving commercial vehicle	57	46	23.91%	111	112	-0.89%
Injury crashes involving commercial vehicle	19	13	46.15%	34	27	25.93%
Fatal crashes involving commercial vehicle	0	2	-100.00%	2	5	-60.00%

MCSAP CORE PROGRAM ACTIVITIES

DATA SOURCE: DPS/Highway Patrol Division, FFY2007 Goal Achievement site

	FFY07 2nd Quarter 2007		FFY06 2nd Quarter 2006	Year To Date 2007	FFY07 Commercial Goals	% Goal
Hazardous Moving Violations (Statewide)	383		578	1188	N/A	
Other Traffic Violations (Statewide)	709		679	1757	N/A	
School Buses (Statewide)	1509		1073	2062	N/A	
School Buses SC	1014		849	1362	N/A	
School Buses NC	395		171	488	N/A	
School Buses CC	100		53	212	N/A	
School Buses Out of Service (Statewide)	215		183	320	N/A	
Trucks Weighed (Statewide)	6600		7334	13472	18900	71.28%
Trucks Weighed SC	2864		2069	5061	7560	66.94%
Trucks Weighed NC	2392		3180	4814	6615	72.77%
Trucks Weighed CC	1344		2085	3597	4725	76.13%
Time Weighing Trucks Secondary (Statewide)	1943		2624	4028	8000	50.35%
Time Weighing Trucks Secondary SC	626		501	1529	3200	47.78%
Time Weighing Trucks Secondary NC	662		1325	1406	2800	50.22%
Time Weighing Trucks Secondary CC	656		798	1093	2000	54.63%
Overweight Citations (Statewide)	168		347	401	N/A	
Dyed Fuel Inspections (Statewide)	4926		4595	21351	N/A	
Dyed Fuel Inspections SC	2330		1559	15873	N/A	
Dyed Fuel Inspections NC	1103		1342	2179	N/A	
Dyed Fuel Inspections CC	1493		1694	3299	N/A	
Dyed Fuel Citations (Statewide)	13		15	34	N/A	
Dyed Fuel Citations SC	9		14	16	N/A	
Dyed Fuel Citations NC	4		1	18	N/A	
Dyed Fuel Citation CC	0		0	0	N/A	

STATE ENFORCEMENT ACTIVITY

This table provides an analysis of the current reporting period versus the same period in the previous federal fiscal year. It also reports the status of commercial goals achievement if applicable. All data is collected from Goal Achievement and Regional Safe Stat Reports.

	FFY07 2nd Quarter	FFY06 2nd Quarter	% Change	FFY07 Year to Date	FFY07 MCSAP Commercial Goals	% of Goal Achievement
Total Inspections (1,2, & 3) Statewide	4138	5717	-27.62%	6235	16782	37.15%
Total Inspections SC	2330	1840	26.63%	2627	4736	55.47%
Total Inspections NC	1570	2011	-21.93%	3140	6529	48.09%
Total Inspections CC	238	1866	-87.25%	468	5517	8.48%
Total Level 1 Inspections (Statewide)	459	664	-30.87%	693	1667	41.57%
Total Level 1 Inspections SC	261	315	-17.14%	297	535	55.51%
Total Level 1 Inspections NC	83	151	-45.03%	166	655	25.34%
Total Level 1 Inspections CC	115	198	-41.92%	230	477	48.22%
Total Level 2 & 3 Inspections (Statewide)	3679	5053	-27.19%	5542	15115	36.67%
Total Level 2 & 3 Inspections SC	2069	1525	35.67%	2330	4201	55.46%
Total Level 2 & 3 Inspections NC	1487	1860	-20.05%	2974	5874	50.63%
Total Level 2 & 3 Inspections CC	123	1668	-92.63%	238	5040	4.72%
Total Safety Citations (Statewide)	1771	1936	-8.52%	3773	N/A	
Total Safety Repair (Statewide)	12142	11911	1.94%	23392	N/A	
Total Vehicle Out of Service (Statewide)	726	616	17.86%	1378	N/A	
Total Driver Out of Service (Statewide)	497	451	10.20%	1027	N/A	
Total Compliance Reviews (Statewide)	18	15	20.00%	32	50	64.00%
Total Compliance Reviews SC	14	9	55.56%	23	32	71.88%
Total Compliance Reviews NC	3	6	-50.00%	8	12	66.67%
Total Compliance Reviews CC	1	0	0.00%	1	6	16.67%
Total CVSPP Contacts (Statewide)	22	24	-8.33%	22	N/A	
Total CVSPP Contacts SC	5	7	-28.57%	12	N/A	
Total CVSPP Contacts NC	10	6	66.67%	16	N/A	
Total CVSPP Contacts CC	7	11	-36.36%	8	N/A	

STATE ENFORCEMENT COMMERCIAL ACTIVITY

REGION	MCC Usage	Drug Arrests	DUI Arrests	New Entrant Safety Audits
Southern	1	0	1	36
Northern	0	0	0	0
Central	0	0	0	n/a

TIMELINESS OF STATE INSPECTIONS UPLOADS

DPS/Highway Patrol commercial personnel are 100% automated and utilize the ASPEN Inspection Program. The commercial personnel utilize air cards for uploading this inspection data. However, in the rural areas Non-Commercial (traffic) troopers who are trained in Level 3 inspections activities do not have ASPEN and hand write their inspections that are later uploaded. Currently the State of Nevada is in a green status for inspection uploads.

The following data shows Nevada in relation to the Western Region in Commercial uploads.

NEVADA – Current Fiscal Year October 1, 2006 to September 30, 2007

Current Fiscal Year Quarter 2 January 1, 2007 – March 30, 2007	Last Fiscal Year Quarter 2 January 1, 2006 – March 30, 2006
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Western Region: Inspection data:

National Average – (-5)

State Name	(10/01/2006 - 02/28/2007)			(10/01/2005 - 09/30/2006)			Difference (Current-Last)
	Inspection Entry	Entry Upload	Inspection Upload	Inspection Entry	Entry-Upload	Inspection-Upload	
ALASKA	0	2	3	1	4	5	-2
ARIZONA	5	4	9	9	2	11	-2
CALIFORNIA	12	2	13	17	2	19	-6
COLORADO	5	2	8	13	3	16	-8
GUAM	0	0	0	0	0	0	0
HAWAII	2	1	2	3	1	4	-1
IDAHO	4	1	5	5	4	8	-3
MONTANA	5	0	5	4	0	4	0
NORTH DAKOTA	7	0	7	6	0	7	0
NEVADA	3	2	5	4	3	7	-2
OREGON	4	1	5	5	1	6	0
SOUTH DAKOTA	3	0	3	3	0	3	0
UTAH	1	8	9	6	10	16	-7
WASHINGTON	2	2	4	3	2	5	-1
WYOMING	6	3	9	5	2	8	1
National Average:	7	2	9	10	3	14	-5

** Data obtained from the Federal Motor Carrier Safety Administration, Motor Carrier Management Information System

NEVADA – Current Fiscal Year October 1, 2006 – September 30, 2007

Current Fiscal Year Quarter 2	Last Fiscal Year Quarter 2
January 1, 2007 – March 30, 2007	January 1, 2006 – March 30, 2006

Western Region: Crash data:

National Average – (-20)

	(10/01/2006 - 02/28/2007)			(10/01/2005 - 09/30/2006)			
State Name	Crash Entry	Entry Upload	Crash Upload	Crash Entry	Entry-Upload	Crash-Upload	Difference (Current- Last)
ALASKA	36	0	36	115	0	116	-80
ARIZONA	64	1	65	92	0	93	-28
CALIFORNIA	28	1	29	33	2	35	-5
COLORADO	36	0	36	49	0	49	-13
HAWAII	46	0	46	53	1	54	-8
IDAHO	26	2	28	28	1	29	-1
MONTANA	24	0	24	33	0	33	-9
NEVADA	20	0	20	53	1	54	-33
NORTH DAKOTA	26	3	29	28	3	30	-2
OREGON	30	2	33	45	2	47	-14
SOUTH DAKOTA	43	0	43	53	0	53	-10
UTAH	61	4	65	88	8	96	-30
WASHINGTON	28	0	28	31	0	31	-3
WYOMING	15	0	15	14	0	14	1
National Average:	35	1	37	55	2	57	-20

** Data obtained from the Federal Motor Carrier Safety Administration, Motor Carrier Management Information System

Headquarters – Information Technology:

- Researched the MCSAP/DPS-HPD Inventory System to be used statewide
- Assisted with procuring the Bids necessary for quotes and purchase requirements
- Updated the MCSAP Inventory and inventory spreadsheets, statewide
- Traveled to Elko to update commercial laptops for preventative maintenance.

Headquarters – Public Information

One of the State of Nevada's performance objectives is to provide public education and awareness through advertisement and instruction.

No Zone – 2nd Quarter Activity

The No Zone truck is used to promote safety in the FMCSA Program. A contract between the DPS/Highway Patrol Division and the Nevada Motor Transport Association (NMTA) is at the Board of Examiners and is expected to be approved through March 30, 2009 with a cap of \$8,500.00 or \$4,250.00 each fiscal period. With the approval of the contract public awareness activities will increase.

NMTA has Kim Marvin promote safety awareness through the Drivers Education program. On February 5, 2007 Kim provided safety awareness instruction at Spanish Springs High School in Sparks Nevada.

No-Zones are dangerous areas around commercial trucks and buses where crashes are more likely to occur. Some of the No-Zones are actually blind spots where a car "disappears" from the view of a commercial truck or bus driver. There are five "No-Zones" associated with a commercial truck or bus:

- Side No-Zones
 - Trucks have large blind spots on both sides. If you cannot see the drivers face in his side-view mirror, he cannot see you.
- Rear
 - Trucks and busses have huge No-Zones directly behind them. If you are in this No-Zone, truck and bus drivers cannot see you and you cannot see what is going on ahead with traffic.
- Front
 - Trucks and bus drivers need nearly twice the amount of time and room to stop than cars do.
- Backing up
 - Truck drivers do not have a rear-view mirror and may not see motorists or pedestrians that are trying to maneuver behind them.
- Right-Hand Turns
 - Truck and bus drivers sometimes need to swing wide to the left in order to safely make a right turn. They cannot see cars trying to squeeze in between them and the curb.

According to the Large Truck Crash Causation Study (LTCCS) completed by the Federal Motor Carrier Safety Administration (FMCSA) in 2006, there were 141,000 large truck crashes with 66.9 % involving a truck and one or more passenger vehicles. This happened in the 33 months between April 2001 and December 2003.

- In two vehicle crashes involving a large truck and passenger vehicle, the passenger vehicle was assigned the critical reason in 56% of crashes, 44% for large trucks. Recognition and decision were the two most common reasons cited by drivers.
- In 2004 and 2005, 190 people were killed in large truck crashes. Of those, 4,006 were in the passenger vehicle, while 761 were in large trucks. Greater than a 5 to 1 ratio. Persons injured in a passenger car compared to a large truck were 3 to 1 (85,000 to 27,000).

According to a 2003 GAO (General Accounting Office) report “Truck Safety: Share the Road Safely Program Needs Better Evaluation”, 35% of fatal passenger vehicle/large truck collisions are attributable to passenger vehicles traveling in the No Zone. A later report by the LTCCS by FMCSA shows that 60% of crashes were caused by “no-zone” like infractions including “rear-end accidents”, “ran off road/out of lane”, “side swipe/same direction”, “turning across path, into path” and “backing into other vehicle”.

GOAL

Reduce the fatality rate of passenger motorists. To save lives.

OBJECTIVE

Raise public awareness and continue to educate Nevada motorists of commercial truck and bus No-Zones.

TARGET AUDIENCE

The geographic target is Las Vegas, Reno and Elko.

The demographic target is Nevada motorists and frequent highway users age 16 to 65 years old.

Within this broad audience, we recommend specifically targeting 18 to 34-year old males and teenage drivers between the ages of 16 to 20 years old. Both of these segments typically engage in riskier behavior while driving including aggressive driving, failure to wear seat belts, and an overall greater feeling of invincibility. These characteristics could lead these drivers into either not recognizing or ignoring the threats posed by the No-Zones.

KEY MESSAGES

The Nevada Department of Public Safety is trying to educate Nevada motorists about the No-Zones on commercial trucks and buses.

- When you are sharing the road with a truck, be sure to avoid the No Zones because if you are driving in them, you are “invisible” to a truck driver (this message applies to all No Zones except the “front No Zone”). If you can't see the truck driver in the truck's mirror, the truck driver can't see you.
- The No Zone in front of the truck is the most dangerous. A truck requires twice as much room to stop as a car. Motorists see this 400 foot spot and sneak in. And then hit their brakes and the truck driver doesn't have enough room to stop.
- Prevent accidents, injuries, and deaths by sharing the road safely and avoiding the No Zones. Due to the size and weight of a commercial truck, a person traveling in a passenger vehicle is more likely to get hurt than the truck driver.
- For more information and tips, visit nozone.org

STRATEGIES - ADVERTISING

For the 2007 Share the Road campaign, we recommend radio as the primary medium. Radio is the medium of choice to reach frequent highway users and is considered the cost-effective “frequency” medium because most consumers have at least two or three radio stations that they listen to primarily.

Other forms of media were explored for the 2007 campaign, particularly outdoor billboards. However, due to the complex nature of the Share the Road message, we do not recommend the use of outdoor advertising given its inability to provide enough space to adequately explain the message. Additionally, drivers get a limited amount of time to spend with an outdoor message – often only five or six seconds. Most freeway and highway outdoor locations are also only sold on one year contracts, leaving advertisers who desire schedules less than a full year with the penalty of paying a much higher rate.

Statewide Option:

We recommend the use of radio in southern Nevada, northern Nevada and Elko to run between the months of June and August due to the increased number of car trips that are taken during these months. Daylight savings contributes to the amount of time spent in the car during this time of year because of the additional daylight hours. There will also be more tourists driving in these markets during these months.

We recommend three, two week flights of radio in each market beginning on June 18 with two weeks off between each flight. Because of the broad age range of the target audience (ages 16-65), stations will be chosen for three separate target audiences: persons 25-64, men 18-34 and persons 12-24 (to reach teenage drivers between the ages of 16 and 20). We recommend a variety of formats that will appeal to each individual target audience.

Radio is placed using a measurement called a gross rating point, or GRP. One gross rating point is equal to 1% of the target audience. Ratings in the Las Vegas and the Reno/Sparks/Carson area are received from the Arbitron Radio Market Report. The data is then used by the Rose/Glenn Group to determine which stations will reach the target audiences while also delivering the maximum number of listeners for the duration of the campaign. Arbitron Radio Market Reports are issued four times per year in Las Vegas and twice per year in Reno/Sparks/Carson. With this, we are able to provide the most up-to-date ratings information available.

In southern Nevada, we estimate the following reach and frequency totals:

- 70.5% of all persons 25-64 an average of 9.3 times
- 69.7% of all men 18-34 an average of 8.2 times
- 83% of all persons 12-24 an average of 6.4 times

In northern Nevada, we estimate the following reach and frequency totals:

- 77.3% of all persons 25-64 an average of 8.9 times
- 78.2% of all men 18-34 an average of 9.8 times
- 81.2% of all persons 12-24 an average of 5.9 times

In Elko, we recommend running approximately 50 spots per week during the same weeks on the five primary radio stations for that market. There are no ratings available for the Elko market as Arbitron only surveys the top 210 markets in the country based on population.

STRATEGIES – PUBLIC RELATIONS

In addition to the advertising efforts, Public Relations strategies will be implemented to reach Nevada motorists. All public relations efforts will be handled by Chuck Allen from the Nevada Department of Public Safety. Rose/Glenn's Public Relations department is available to assist if needed.

BUDGET

For the production of the radio advertising, Rose/Glenn recommends using the radio spot from 2006 to reach the broad target audience of Nevada motorists, age 16 to 65. The creative is still on strategy for this target and has not been aired so much that the radio spot is outdated or worn out. Please refer to the following page for a copy of the script. To reach the target of young male drivers and teenagers, Rose/Glenn recommends creating a new radio spot that communicates the message in a tone and manner fitting for this audience.

Media placement plans will be provided on a monthly basis for client review and approval prior to any advertising being placed.

Following is an outline of the proposed budget to implement the Share the Road campaign utilizing the \$150,000 budget.

Media Placement: See media plan for details.	\$139,000
Radio Production: Includes time and costs involved creating one: 60 second radio spot that will target the young male drivers/teenagers. Also includes talent and music renewal for one 13-week cycle for the spot produced in 2006.	\$11,000
TOTAL:	\$150,000

TIMING

Approval of marketing proposal	April 2007
Advertising production	May 2007
Launch advertising campaign	June 2007

“The Reinforcements” 60 Radio

In this spot, the ANNCR is a typical male announcer just trying to deliver the message. There is a backup group of female singers (a la Little Shop of Horrors) with interjections of message reinforcements, snapping and rhythm. The singers rattle the ANNCR, challenging his sense of pride for being the official spokesman. This spot has fun while delivering important information.

MCSAP JOP Activities by Region:**Northern command:**

As this quarter began, the states JOP Troopers met in the Reno office and outlined the direction they wanted to see the program head. This included discussions regarding meeting with members of the judicial community and the district attorneys offices as well as the need for updated tools such as new CFR books for each court.

Northern Command met with seven courts and held talks regarding a new fine schedule, overweight violations, dyed fuel citations and protocol regarding the different types of vehicle/driver inspections. One company, which had received overweight citations requested information on this type of violation in order to come into compliance and avoid operating overweight in the future. One 'Load Security' training class was given in which 10 companies were represented.

Southern Command:

Southern Command met with six courts and held talks regarding; the current bail schedule, NAFTA & Mexican Commercial Drivers Licenses, Code of Federal Regulations, how to adjudicate commercial violation, and one court wanted to know about the commercial trucking patterns in their jurisdiction. Five companies were visited, instructions were given on load securement, logbook, weight enforcement and traffic stops in general.

Central Command:

Central Command met with four courts and general commercial enforcement was discussed. Industry training was conducted five times and 59 students attended. One training class was held with the Nevada Department of Transportation in which 35 employees attended.

MCSAP Funding**B/A 4721 Highway Patrol, Federal Projects Revenues:**

This budget is currently funded with MCSAP Basic and Incentive Grant Funds with a 20% soft match of Highway Funds and MCSAP\New Entrant Grant Funds being 100% federally funded. These projections are through March 31, 2007.

Federal Grant Authority:

- **Motor Carrier Safety Assistance Program (MCSAP) FFY06:**

The Grant balance to date is \$155,592.40 and the effective dates are March 1, 2006 through June 30, 2007. With the pending purchases and salaries in this budget, the grant should be exhausted by the expiration date or an extension will be requested. The program will then resume using the FFY07 funding.

- **Motor Carrier Safety Assistance Program (MCSAP) FFY07:**

On March 21, 2007 the work program to accept the partial award of \$459,261.00 was approved by IFC. On April 2, 2007 the USDOT issued another memorandum authorizing the remaining disbursement in the amount of \$1,056,740 to bring the total grant award for FFY2007 to \$1,516,000 (\$1,463,308 in Basic Funds and \$52,693 in Incentive Funds). A work program to obtain state authority to receive and spend the remaining FFY07 grant disbursement was submitted on April 6, 2007 and is pending approval at the IFC meeting scheduled for sometime in June 2007.

- **New Entrant Grant FFY06:** The total grant award of \$55,000.00 is effective from October 1, 2005 through March 31, 2007. The FFY06 New Entrant balance has been exhausted. A work program to obtain state authority to receive and spend the FFY06 grant disbursement was submitted on March 01, 2006 and has been put on a 15 day calendar beginning April 4, 2007 for IFC approval.
- **New Entrant Grant FFY07:** Award for this grant is imperative to the salaries and program expenditures to continue the program. The expected grant amount of \$159,220.00 was applied for in November 2006. FMCSA has responded with an authorization of \$53,073.00 to begin the FFY07. A work program to obtain state authority to receive and spend the FFY07 grant disbursement was submitted on March 01, 2007 and has been put on a 15 day calendar beginning April 4, 2007 for IFC approval.

FFY 2006 MCSAP (BASIC GRANT) RECAP

LINE ITEM	Current FFY06 Budget	Subtotal Vouchered	Remaining Balance	Percentage Remaining
20% State Share (4713 salaries)	330,099.00	\$317,572.65	\$12,526.35	4%
5000 Project Personnel	415,432.00	\$475,222.12	(59,790.12)	-14%
6000-7000 Training & Travel	121,676.00	\$133,339.91	(\$11,663.91)	-10%
7000 Operating Expense				
7000-7039 Operating Supplies	39,538.00	\$26,955.49	12,582.51	32%
7040-7049 Printing & Copying	10,000.00	\$7,468.82	2,531.18	25%
7050-7059 Employee Tort & Bond Insurance	2,917.00	\$1,940.28	976.72	33%
7060-7089 Contract Services	248,644.00	\$214,020.17	34,623.83	14%
7090-7099 Equipment Repair	800.00	\$75.00	725.00	91%
7100-7129 Non-State Owned Rent & Advertising	30,402.00	\$31,816.31	(1,414.31)	-5%
7130-7209 Vehicle Operation/Maintenance	10,500.00	\$6,146.80	4,353.20	41%
7210-7229 Networking includes PSTD		-	-	0%
7230-7279 Minor Building Imp.	600.00	\$244.68	355.32	59%
7280-7289 Postage includes FEDEX	3,000.00	\$615.09	2,384.91	79%
7290-7299 Telephone (land, cell, sat, air cards)	100,000.00	\$91,099.15	8,900.85	9%
7300-7379 Dues/Registration & manuals	8,000.00	\$10,969.33	(2,969.33)	-37%
7391-7393 Purchasing, AG& DOIT Cost Assessment	8,538.00	\$9,050.30	(512.30)	-6%
7430-7459 - Professional Services Non-contractual	7,000.00	(\$5,805.53)	12,805.53	0%
7532- Web Hosting	200.00	\$251.80	(51.80)	0%
9100- 9159 Cost Allocation	31,707.00	\$6,471.00	25,236.00	80%
9158 Intrafund Transfer Overtime Roadside	214,169.00	\$102,917.01	111,251.99	52%
Project Equipment				
7451-8400 Equipment	172,760.00	\$157,674.87	15,085.13	9%
Cash		(\$182.00)	182.00	
Total Costs this Voucher (4721) Fed Sh. 80%	1,425,883.00	\$1,270,290.60	155,592.40	11%
Less Match (4713-MOE) State Sh. 20%	356,470.75	\$317,572.65	38,898.10	
Total Project Costs	1,782,353.75	\$1,587,863.25		
Remaining Grant Authority at 80%		\$1,587,863.25		155,592.40
Remaining Grant Authority at 100%				194,490.50

State Fiscal Year Authority:

Budget Account 4721 total expenditures are projected to be \$1,019,288.06 or 76.52% under the budgeted amount of \$2,689,521.00. These projections are through this fiscal year ending June 30, 2007.

- Category 01 – Personnel: Total expenditures are projected to be \$37,024.15 or 6.10% under the budgeted amount of \$607,289.00.
- Category 44 – New Entrant: Total expenditures are projected to be \$24,777.61 or 89.49% under the budget of \$27,687.00. This projection is under the assumption the pending work program will be approved. The expected approval is April 19, 2007 (15 days from April 4, 2007).
- Category 58 – MCSAP: Total expenditures are projected to be \$932,359.90 or 47.59% under the budgeted amount of \$1,959,313. This projection is under the assumption the pending work program will be approved. The expected approval will be sometime in June 2007 at the next IFC meeting.

STAFFING**MCSAP Staffing**

Grants and Project Analyst II, Wiggins, Richard	(MCSAP)
Program Network Tech, Ravenscroft, Leslie	(MCSAP)
Program Analyst II, Shaw, Terry	(MCSAP)
CVSI , Redican, Thomas	(MCSAP)

New Entrant Staffing

Southern Command:

CVSI, Barton, Bob	(New Entrant)
CVSI, Ryan, Pat	(New Entrant)

Commercial Inspectors by Regions (Highway Funded)**Southern Command**

Lt. Weatherford, H Sgt. Smith, J Sgt. Roll, K Sgt. Olschlager, J Trooper Reyna, D Trooper Brannum, J Trooper Fazio, D Trooper Dinglasan, V Trooper Villas, F Trooper Timms, R Trooper Johnson, E Trooper Bennett, D Trooper Beringer, S Trooper Martin, S Trooper Conlin, J	Trooper Cobel, S Trooper Raftery, B Trooper Coy, E Trooper Heisler, M Trooper Gisi, M Trooper Lazoff, L Trooper Bennett, N. 5 Trooper Vacancies CVSI Foster, G CVSI Estin, R CVSI Everheart, W CVSI Heimback, F Admin Assistant II Angelone, L
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Northern Command**Central Command**

Lt. Seevers, J Sgt. Fisher, D Sgt. Harney, E Trooper Brooks, T Trooper Campbell, C Trooper Comba, M Trooper Kelly, C Trooper Le Sage, D Trooper Grayson, J Trooper Lund, W Trooper McGrath, L Trooper Protain, J Trooper Roberson, O Trooper Sherven, Ja Trooper Sherven, Jo Trooper Simon, S Trooper Smithen, C Trooper Stone, C Trooper Weibke, S 3 Trooper Vacancies CVSI McCarty, W CVSI Farley, J CVSI Lommell, J	Lt. Merschel, T Sgt. Higgins, T Sgt. Jackson, R Trooper Ray, B Trooper Torrise, J Trooper Warner, J Trooper Whitfield, J Trooper Timm, M Trooper Pickers, R – Transfer to Reno 4/30/07 Trooper Privett, L Trooper Carlo, C Trooper Hammill, D (Battle Mountain) Trooper Hansen, P (Wendover) Trooper Visnovits, G (Ely) 3 Trooper Vacancies (Elko, Wells, Hawthorne) CVSI Mawson, D CVSI Mowrey, B (Elko) Admin Assistant II Merwin, K
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Colonel Christopher Perry, Chief
Department of Public Safety
Highway Patrol Division

Lieutenant Bill Bainter
Statewide Commercial Coordinator
Department of Public Safety
Highway Patrol Division